

## AGENDA

### Regional Transit Partnership (RTP) Monthly Meeting

Thursday, March 28, 2024 @ 4:00 p.m.

In Person at the: Water Street Center, 407 E. Water Street, Charlottesville, VA

Item	Time	Description
1	4:00-4:10	<b>General Administration</b> <ul style="list-style-type: none"> <li>• Introductions and Announcements</li> <li>• Approval of Agenda*</li> <li>• Approval of draft meeting minutes February 22, 2024*</li> </ul>
2	4:10-4:20	<b>Matters from the Public: limit of 3 minutes per speaker</b> <i>Members of the Public are welcome to provide comments on any public-interest, transit-related topic, including the items listed on this agenda – limit three minutes per speaker.</i>
3	4:20-4:40	<b>Blue Ridge Health District Community Health Improvement Plan (CHIP) (Jen Fleisher, BRHD)</b> <ul style="list-style-type: none"> <li>• Presentation</li> <li>• <a href="https://www.vdh.virginia.gov/blue-ridge/chip-transportation/">https://www.vdh.virginia.gov/blue-ridge/chip-transportation/</a></li> </ul>
4	4:40-5:00	<b>DRPT 2024 Legislative Update (Evan Price, Data and Policy Specialist, DRPT)</b> <ul style="list-style-type: none"> <li>• Presentation</li> </ul>
5	5:00-5:20	<b>MicroCAT Update (Garland Williams, CAT)</b>
6	5:20-5:55	<b>Transit Provider Updates</b> <ul style="list-style-type: none"> <li>• Albemarle County Schools (William Shifflett)</li> <li>• UTS (Scott Silsdorf)</li> <li>• CAT and City of Charlottesville Schools (Garland Williams)</li> <li>• Jaunt (Mike Murphy)</li> <li>• DRPT (Katy Miller)</li> </ul>
7	5:55-6:00	<b>Other Business (Updates and Reminders) (Supervisor McKeel, Chair)</b>
8	6:00	<b>Adjourn</b>

\* A vote is expected for this item

Next Meeting April 25, 2024 (At the Water Street Center)

#### Guests can join in person or by using the link below:

<https://us02web.zoom.us/j/81088437906?pwd=N2tOK3lVTnJEZkFIdCtWYXA2VzRwdz09>

Meeting ID: 810 8843 7906    Passcode: 148365    Phone: 301-715-8592

If a committee member needs to participate remotely, please contact Lucinda Shannon at [lshannon@tjpd.org](mailto:lshannon@tjpd.org), 413-219-1748 two days before the meeting to receive a personal meeting link.

## Regional Transit Partnership Members

VOTING MEMBERS & ALTERNATES
Brian Pinkston, Charlottesville
Natalie Oschrin, Charlottesville
Diantha McKeel, Albemarle
Michael Pruitt, Albemarle
Katy Miller, Department of Rail and Public Transit
Hal Morgan, Jaunt Rural
Lucas Ames, Jaunt Urban
Scott Silsdorf, University Transit Service
Kendall Howell, University Transit Service (alternate)
NON-VOTING MEMBERS
Garland Williams, CAT and Charlottesville Public School Transportation
William Shifflett, Albemarle County Public School Transportation
Mike Murphy, Jaunt
Christine Jacobs, Charlottesville-Albemarle Metropolitan Planning Organization
Ann Wall, Albemarle County Executive Office
TBD, Charlottesville Executive Office
Sara Pennington, Rideshare
Peter Thompson, Charlottesville Area Alliance
Vicky Marsh, University of Virginia Hospital
Peter Krebs, Piedmont Environmental Council

*TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request language translation or other accommodations, or to obtain a Discrimination Complaint Form, contact Lucinda Shannon at (434) 979-7310, lshannon@tjpd.org or visit the website [www.tjpd.org](http://www.tjpd.org).*

*The Regional Transit Partnership serves as an official advisory board, created by the City of Charlottesville, Albemarle County and Jaunt, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters.*

**Regional Transportation Partnership Meeting**

Draft Minutes, February 22, 2024

The recording for this meeting can be found at <https://www.youtube.com/watch?v=9v17Tt3H3Ek>

VOTING MEMBERS & ALTERNATES		STAFF	
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC	x
Natalie Oschrin, Charlottesville	x	Lucinda Shannon, TJPDC	x
Diantha McKeel, Albemarle	x	Gretchen Thomas, TJPDC	x
Mike Pruitt, Albemarle	x	Curtis Scarpignato, TJPDC	
Katy Miller, DRPT *	x		
Hal Morgan, Jaunt Rural	x		
Lucas Ames, Jaunt Urban	x		
Kendall Howell, UTS (alternate)			
Scott Silsdorf, UTS	x		
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Garland Williams, CAT	x	Ben Chambers, Charlottesville	x
William Shifflett, Alb County PS		Ann Wall, Albemarle	x
Vicky Marsh, UVA Hospital		Jessica Hersh-Ballering, Albemarle County	x
Peter Thompson, CAA	x	Stephanie Amoaning-Yankson, AECOM *	x
Sandy Shackelford, CAMPO	x	Ann Wall, Albemarle County	x
Sara Pennington, Rideshare	x	Jen Fleisher, BRHD	x
Trevor Henry, Albemarle	x		
Peter Krebs, PEC	x		
Mike Murphy, Jaunt	x		

\* Remote attendance

**1. CALL TO ORDER:**

The Regional Transportation Partnership Chair, Diantha McKeel, presided and called the meeting to order at 4:01 p.m. She invited those at the meeting to introduce themselves.

Ms. McKeel announced that Sandy Shackelford will be leaving the TJPDC and going to VDOT. Her last day at the TJPDC will be March 8.

**Motion/Action:** Scott Silsdorf made a motion to allow Katy Miller to join the meeting remotely. Natalie Oschrin seconded to motion, and it passed unanimously.

**2. GENERAL ADMINISTRATION (MINUTE 3:40)**

Approval of Agenda

**Motion/Action:** Brian Pinkston made a motion to approve the agenda. Natalie Oschrin seconded the motion and it passed unanimously.



## Approval of Minutes

**Motion/Action:** Brian Pinkston made a motion to approve the January 25, 2024 minutes. Hal Morgan seconded the motion. The motion passed unanimously.

### **3. MATTERS FROM THE PUBLIC (MINUTE 5:02):**

None.

### **4. GOVERNANCE STUDY FINAL REPORT AND RECOMMENDATIONS (MINUTE 5:25):**

Dr. Stephanie Amoaning-Yankson began by presenting the background of the governance study, and continued explaining the existing transit systems, the transit study, the study goals, the numerous engagement avenues, the study approach, and continued with the key findings and recommendations.

She noted that there is a ***desire for regional transit governance***, and she recommends that regional localities consider setting up an interim entity or agreement as the first step and enumerated how that could be done.

She continued with potential characteristics for an ideal regional transit authority and how to potentially make that happen. She gave some details on the roles of the Charlottesville Albemarle Regional Transit Authority (CARTA). Dr. Amoaning-Yankson provided some indicators of accountability for CARTA.

Dr. Amoaning-Yankson continued by recommending that the committee consider conducting a ***rural transit needs assessment*** that clearly identifies and articulates rural needs.

She noted that there is a ***perceived value and local control in regional governance***. She recommended continuing rural engagement in the developmental states and design of regional governance including drafting of potential legislation.

Regarding ***collaboration with UVA*** – she recommended engaging UVA leadership at a level where there is decision-making authority in subsequent efforts toward establishing a transit authority.

She presented the committee with ***potential revenue generation options***, including sales and use tax, transient occupancy/lodging tax, property tax, and/or real estate tax.

Natalie Oschrin asked whether fares would be useful for helping to pay for this service. Dr. Amoaning-Yankson said fares are a very small portion providing service and CAT is fare-free at this time. Garland Williams spoke on fares and the impact they may or may not have on the bottom line for creating a CARTA. He noted that the fares do not cover the total cost of service. Mike Murphy noted that it costs money to collect the money, and sometimes it just isn't worth it.

Mike Murphy noted that a tax increase should be presented to the jurisdictions as a penny increase instead of a \$.10 increase over ten years.

There was some clarification about how the Authority would function and its roles.

Mike Pruitt asked how to use the information from the other Authorities are doing and how they are being funded.

Ms. McKeel requested that the staff from City, County, and the TJPDC begin a discussion about creating a regional transit authority to meet over the next 90 days and come back to the RTP board with a recommendation, reading from Appendix F from the Virginia Transportation/Transit Authority Legislations/Code of Virginia. She noted that it will be important to get the work done prior to the next legislative session.

There was continued clarifying discussion on how to move forward and get consensus.

Ms. McKeel noted it would be good to have a resolution at the next meeting to take back to the elected officials.

Ms. Jacobs said 90 days is a very tight timeline to come up with recommendations. What is reasonable, in her opinion, is a draft resolution, and outline of the priorities from the governing boards.

**Motion/Action:** Brian Pinkston made a motion to endorse the final report. Hal Morgan seconded the motion. The motion passed unanimously.

It was noted that the TJPDC will facilitate the coordination of the working group of staff from the City, County, and the TJPDC.

**5. BLUE RIDGE HEALTH DISTRICT COMMUNITY HEALTH IMPROVEMENT PLAN (CHIP):**

This item was tabled due to time constraints. Jen Fleisher will present at the next meeting.

**6. TRANSIT PROVIDER UPDATES**

**Albemarle County Public Schools** – William Shifflett reported that they have four electric buses that are tethered to the urban ring. They have accumulated 24,000 miles of usage to date. They are estimating their fuel consumption as \$7800 vs \$13,000 in diesel. He noted that there are other costs that they have not realized yet, including a \$2,000 kit and a maintenance schedule that is more robust than the diesel buses. He also noted that when the temperature is too low, the buses' 12 volt batteries do not charge (just under 30 degrees). He said they are still recruiting drivers. There was a discussion about the EV buses and the battery issues.

**University Transit Services** – Scott Silsdorf said UTS is in the process of reviewing the transit tracking software system. He noted that UTS is moving forward with their options for procuring EV buses. They intend to submit a grant request for low and no emission vehicles. He said the charging system will be online soon. There was a discussion about infrastructure and reliability.

**CAT Charlottesville Public Schools** – Mr. Williams reported that the schools are looking at getting battery/electric buses and they will be applying for them with a grant by the end of February.

**CAT** – Garland Williams said next week there will be follow up to the alternative fuel study recommendations at the City Council. He noted that this effort has been undertaken by many organizations, not just CAT. The goal is to allow the Council members to ask as many questions as they can and tell CAT their recommendation on how to move forward. The transit strategic plan is tied directly to that decision.

Mr. Williams reported on the collective bargaining and noted that all parties seem to be happy with the way things are going.

**Jaunt** – Mike Murphy reported that they will have an update on the rural transit needs assessment in a few months. They are also continuing to work on the micro-transit study and will have more of an update soon. He also gave an update on electrifying their fleet and how to get proper infrastructure. He also said they had a meeting with Dominion Virginia on all of the projects they already offer and how they may create opportunities for Jaunt. Lastly, Virginia Tech Transit Institute is responding to a plan that has a rural plan with automated vehicles. They were looking for a letter of support, but that has not been completed to date. There will be a study period with a slow roll out of the program.

**DRPT** – Katy Miller said they are reviewing grant applications received on February 1.

## **7. OTHER BUSINESS**

Ms. McKeel said there is a conflict with the May meeting because there is a transit conference. It is her expectation that the May meeting will be canceled. If the meeting is canceled, Lucinda Shannon will send out an email within 30 days.

Natalie Oschrein said she saw solar powered signage for transit and she would be happy to send pictures to Lucinda Shannon who will send them out to the group.

## **7. ADJOURN**

Ms. McKeel adjourned the meeting at 5:56 p.m.

The next meeting is on March 28 at the Water Street Center from 4 – 6 p.m.



CHIP + CAA Mpact Report:

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# CHIP Updates + Community Voice in Transit Decision-making

Thursday, February 22, 2024  
Jen Fleisher, CHA/CHIP Program Officer, BRHD

# UPDATES from 08/24/23-02/22/24 Transportation CHIP Objectives

## BETTER TRANSIT, FASTER SERVICE

- Bus Stop Improvements
- Governance Study
- Decrease ride time from medical discharge
- JAUNT rural assessment
- Shared GPS App
- Community Voice in Transit Decision-making
- Microtransit
- Mobility Program

CHIP 2023 Convener Tracker

	A	B	C	D	E	F	G	H	I	J	K	L
	MAPP2Health 2022-2023 Community Health Improvement				Year (1, 2, or 3)	Convener	Lead 2	Contributors	Production Months	Target Completion Date	Revised Completion Date	Status
	<b>Policy target: Transportation</b>											
	<b>GOAL 1T: Improve all transit infrastructure</b>				1-3							
	1.0 Obtain approved contract to allow installation of mobility accessible, age-friendly bus shelters where needed				3	CAT	Board of Supervisors	VDOT		12/31/2025		
	Task 1.0.1 Finalize bus shelter design to include mobility accommodations				3	CAT		CAA, VDRPT, VDOT				
	Task 1.0.2 Conduct inventory of which shelters are on VDOT roads and non-VDOT property				3	CAT	TSP Consultant	VDRPT				
	1.1 Produce a governance study for a mechanism to increase funding for regional transit and manage those funds				1	TJPDC (Lucinda)		Local Jurisdictions, AECOM Consulting, Funding Agencies:		12/31/2023		60-79%
	Task 1.1.1 TJPDC reports out publicly on governance study progress				1	TJPDC (Lucinda)				3/23/2023		Compl...
	Task 1.1.2 TJPDC meets with all jurisdictions to discuss funding sources				1	TJPDC (Lucinda)		Local Jurisdictions		9/1/2023		20-39%
	Task 1.1.3 TJPDC hosts steering committee meeting prior to completion of report				1	TJPDC (Lucinda)		Steering Committee: <a href="https://tjpdcc.org/wp-content/uploads/GS-Steering-Committee.pdf">https://tjpdcc.org/wp-content/uploads/GS-Steering-Committee.pdf</a>		11/30/2023		
	1.2 Improve infrastructure for getting patients to and from health system hospitals and providers				1	BRHD	Sentara MJH and	CAT, Jaunt, UTS		12/31/2024		
	Task 1.2.1 Review needs from UVA on discharge and after-hours discharge at the ED				1	BRHD		UVA ED's Joey Usher and Gary Morris; UVA's Jaunt		12/31/2023		20-39%
	Task 1.2.2 Assess the need for on-demand rides - particularly from UVA ER after hours				1	Sentara MJH + RM	BRHD					
	Task 1.2.3 Implement, if necessary, on-demand ride service for eligible patients getting discharged from both UVA and SMJH ED				2-3	BRHD		Sentara MJH				
	1.3 Improve scheduling service for Jaunt				1	Jaunt						
	Task 1.3.1 Jaunt Transit Development Plan posted to Jaunt website				1	Jaunt				2/1/2023		Compl...
	Task 1.3.2 Launch passenger portal (app-based response) for scheduling				2	Jaunt				12/31/2023		1-19%
	1.4 Jaunt locality service is sufficient for residents' needs									12/31/2025		
	Task 1.4.1 Conduct rural needs assessment for expanding service in localities				2	Jaunt				7/31/2024		





# 2022 MAPP2Health PRIORITIES

- Transportation
- Healthcare Workforce
- Digital Access + Skills
- Mental + Behavioral Health

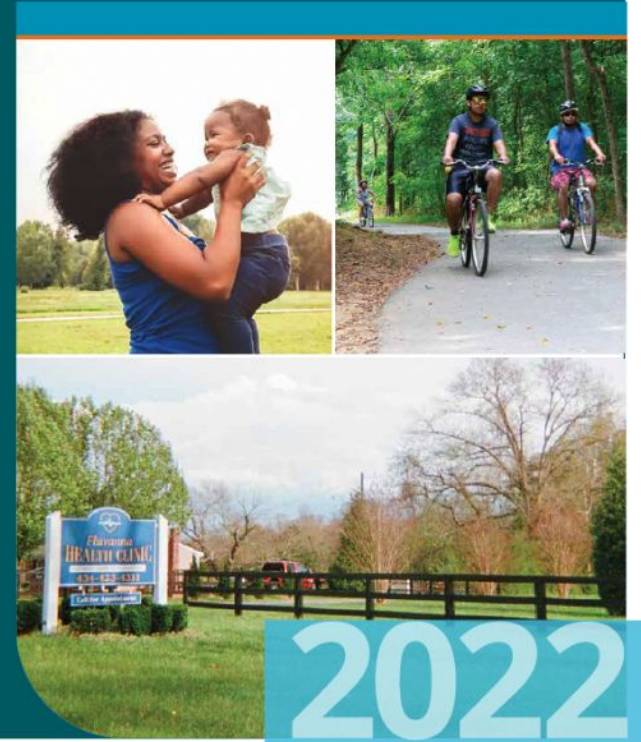
## 2023-2025 Community Health Improvement Plan

## Plan de mejora de la salud comunitaria 2023-2025



**Transportation** • **Healthcare Workforce**  
**Digital Access + Skills** • **Mental + Behavioral Health**

**Transporte** • **Personal de atención médica**  
**Acceso digital + Alfabetización** • **Salud mental + conductual**



**2022**  
MAPP2Health

ALBEMARLE • CHARLOTTESVILLE  
FLUVANNA • GREENE • LOUISA • NELSON

# CHIP Progress as of 02/22/2024



## Bus Shelters

Obtain approved contract to allow installation of mobility accessible, age-friendly bus shelters where needed

### COMPLETE

**JULY 5, 2023-** DRPT Bethel Kefyalew confirms that bus shelter upgrades may go beyond ADA requirements as long as the locality has the space, budget + VDOT approval

### IN PROGRESS

**DRPT** to contact CAT to assist in ADA+ plan updates  
**HB285** - 02/14/24 Expected to pass; currently In Senate Appropriations Committee: bus shelters under 256 square feet on state property to be exempt from General Services inspection

## Governance Study

Produce a governance study for a mechanism to increase funding for regional transit and manage those funds

### COMPLETE

**DEC. 15, 2023-** Governance Study complete and reported to localities

### IN PROGRESS

**FEB 22, 2024 -** Governance Study consultant presented the final report and recommendations to RTP. In March staff will present the final report and recommendations to the TJPDC Commission for continued support for the recs.

## Medical Transport

Improve infrastructure for getting patients to and from health system hospitals and providers

### COMPLETE

**SEPT. 25, 2023-** UVA Health ED tracks rides needed off hours; Jaunt connected to UVA health as a Medicaid transport

### IN PROGRESS

**UTS, JAUNT + BRHD + MOBILITY MGR -** Working to determine matrix of needs and demand. Call with Rappahannock to explore how Jaunt can fill gaps and potentially collaborate with UTS (for ex: fleet) to provide medical center transport

# CHIP Progress as of 02/22/2024



## Jaunt Improves Locality Service

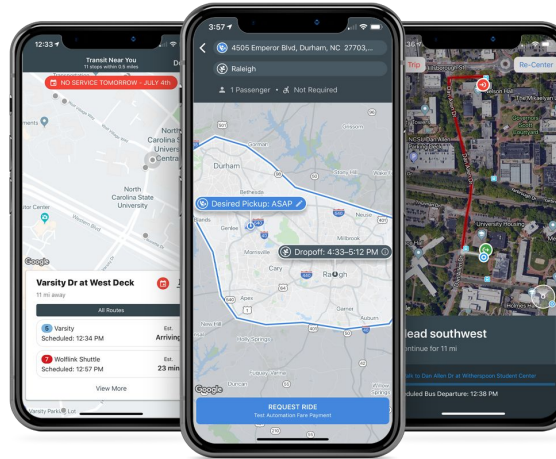
Jaunt improves scheduling service; Jaunt locality service is sufficient for residents' needs

IN PROGRESS

Scheduling Service update began 07/2023.

### SEPT. 12 + DEC. 12, 2023 - Rural Transit Needs Assessment

Jaunt convened stakeholders for two meetings with NDSU's Upper Great Plains Transportation Institute. The assessment aims to "Identify service targets; Calculate service gaps; Propose potential service options; Conduct cost analysis"



## GPS Service App

Expand GPS tracking app availability for riders

IN PROGRESS

**AUG. 24, 2023** - AT RTP meeting and in conversations with CAT, JAUNT and UTS- all agreed to work on a shared platform as best practice. The initiative would be led by CAT. Launch proposed for 2025. This is reiterated with new Jaunt and UTS leadership at RTP January 2025



## Community Engagement

Initiate a sustainable mechanism for including community voices in transit decision-making

COMPLETE

**SEPT. 21-22, 2023-** Workgroups via CAA grant through AARP facilitated by mPact mobility produces initial recommendations

IN PROGRESS

Next steps are to create a community forum for all three transit providers and continue to work with CAA and other partners to potentially tie into further grant opportunities

# CHIP Progress as of 02/22/2024



## Microtransit

### Implement Microtransit Pilot

#### COMPLETE

**OCT. 30, 2023-** MicroCAT launches with VIA vendor

#### IN PROGRESS

Six vehicles in service. Tracking rides and aiming for 600 rides per week. As of 12/14/2023 at 364 rides per week. Aim to have MicroCAT broadly advertised (on CAT and County websites, social channels)



## Mobility Management Program

### Develop a Mobility Management Program to include a one-click-one-call information and referral center

#### COMPLETE

**JAN. 2024-** Mobility Management Program launches with JABA as hotline operator

#### IN PROGRESS

Hired a consultant for brand and marketing; working with UTS and BRHD to explore supporting volunteer driver programs Hear to Stay in Nelson Co. got a vehicle and insurance group to provide grocery shopping trips for members



CAA Mpact Report:

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# Addressing the Challenge of Community Engagement in Transit Decision-making

# Community Voice: Background

- DRPT Virginia Transit Equity and Modernization Study (08/22) Recommendations
- CAA Transportation Workgroup + CHIP
- AARP Grant - 2023 LC-TAP program with CAA



## Basic transit infrastructure is inconsistent.

The availability of basic transit infrastructure — such as shelters, seating, and lighting — is inconsistent across Virginia, with few systems providing these necessary features at most or all of their bus stops. For those who rely on transit, the absence of these necessary features leads to uncomfortable conditions, with riders having to wait for their bus in the often-harsh elements of rain, sun, or snow. Key challenges to providing sufficient infrastructure include coordination with property owners, roadway design and space constraints, and current planning policies that dictate where infrastructure is placed based on ridership levels and proximity to development.

Elevating the importance of basic infrastructure within existing funding programs, coupled with resources and design guidance, has the potential to address this issue. This should also be addressed in the SMART SCALE program and during the 2022 review of the MERIT Capital program, in coordination with TSDAC.

## Transit riders have limited opportunities to be a part of the decision-making process.

Transit agencies across Virginia recognize and value the importance of engagement with their communities; however, riders currently have a limited voice in decision-making processes. Additionally, guidance that ensures participation from and engagement with underrepresented and underserved communities is missing. Providing consistent methods for formal rider involvement and mechanisms to ensure the voices and needs of our most vulnerable communities are represented will contribute to more equitable outcomes.

Transit agencies of all sizes across the Commonwealth can consider forming rider advisory groups to help inform and advise local transit decision-making. These bodies can be composed of current riders and/or community stakeholders who have an interest in preserving and enhancing transit in their respective communities, including local institutions, major employers, city and/or county leadership or staff, and more.

Transit agencies can establish formal methods to include riders in decision-making processes and ensure that mechanisms are in place to engage riders from underrepresented communities, especially for representation on transit agency boards and advisory bodies. Beyond providing ample opportunities to participate and be heard, it is equally important for these voices to reach transit leadership and key decision-makers.

## The Problem



**Lack of mechanism for community engagement in transit decision making**

## The Goal



**Establish a pathway for community members to be heard, engaged, and included**

## Barrier



**Uncertainty about a host, and whether the group should have an advocacy vs. advisory role**

# Mpact Process



**DAY #1**

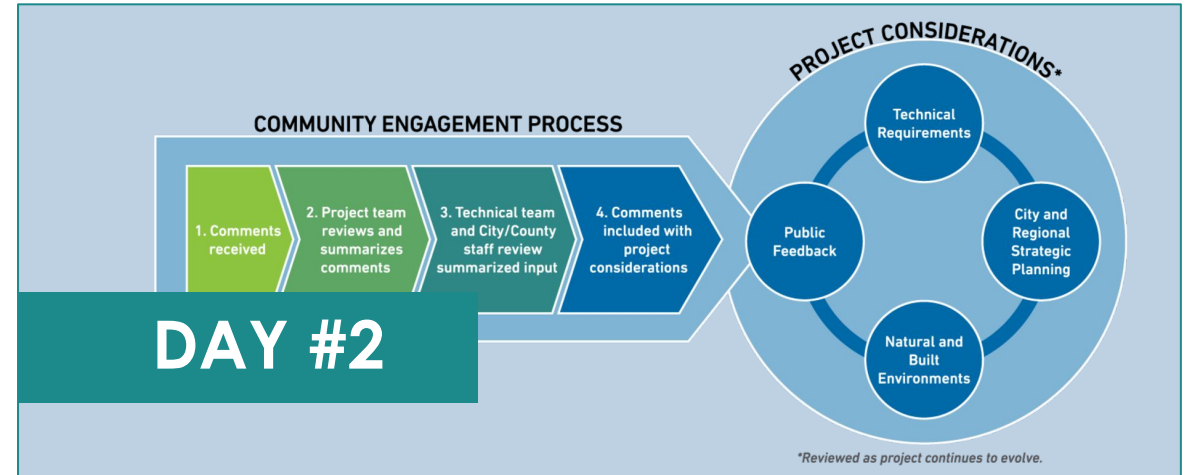
**DISCOVERY | September 21, 2023 | 1:00–4:00 p.m.**  
Why community engagement in the first place?

**14** **Participants on Zoom**

Transportation providers, County + City planning employees, riders, nonprofit directors, community advocates

**5** **Questions**

1. Why is community voice important?
2. Who thinks it's a good idea to have community voice?
3. What kind of change could/should the voices bring?
4. Who needs to hear the voices from community?
5. Whose voices would be represented?



**DAY #2**

**HOW | September 28, 2023 | 1:00–4:00 p.m.**  
What structure would best support community engagement?

**13** **Participants on Zoom**

Transportation providers, County + City planning employees, riders, nonprofit directors, community advocates

**1** **Question**

1. What could/should community engagement solve for?



# Results | DAY #1

“ From a [purely] community engagement perspective, it's about responding to the needs of the people rather than the system and *\*its\** needs.”

## Who thinks community voice is a good idea?

- People who need transit the most
- Transit decision-makers
- Donors and Philanthropists
- Employers

## What kind of change could/should the voices bring?

- Transportation makes it easier to live better
- Community empowerment
- Action and solutions to operational problems
- Build trust between the system and the community

### Whose voices would be represented?

- Riders: both everyday and occasional
  - Perspectives from people who do not ride should be weighted differently
- We should ask the riders who else we should ask.
- Ask people who work with PHA, Habitat, lower income, those with disabilities

### Who should/needs to hear these voices?

- City council/City management/Deputy city management
- County board of supervisors
- Land use planners/traffic engineers
- Public works
- UVA Board of visitors/administration/student government
- Executive team
- Providers - CAT, Jaunt, UTS
- VDOT
- DRPT

### What is the value of participation to those who share their voice?

- Substituting a task - dinner, babysitting
- Long term value - that their voices were heard and changes were made, and it made a difference.
- For the decision makers - reelection
- Proper wholistic compensation - transportation, plus per hour compensation, plus dinner
- Value: ongoing connection, mutual respect and involvement
- Increased civic engagement: if I was taught how to advocate, about government decision making. Community members getting to know the system of how decision-making works and where input is most effective
- Small successes are more valuable than big successes.

# Deep Thoughts - Day #1

## Parking Lot

- Engagement should have a **clear purpose** and impact should be **communicated back to community**.
- From time to time, there are clear channels for providing feedback...But people **get tired of giving feedback** repeatedly if the previous requests weren't implemented...
- Sometimes transit is too ... persuaded by individuals' needs (**squeaky wheel**) rather than the larger community need.
- Community understands why things are the way they are. If the community voice is heard and their advice implemented, that is **empowering to the community**.
- A system that mimics routes of 30 years ago is not a system that is effective or reflective of how **Charlottesville has changed**.



# Results | DAY #2

AT LEAST / AT A BASIC LEVEL: The community needs a public comment forum for all transit.

## Community Needs

- **Ground level feedback:** CAT/JAUNT/UTS each have their own method/approach
- Macro level/concept/vision: **need a regional forum/opportunity** (long range regional transportation plan is too incremental and is not built to handle big dreams and envisioning)
- **Trip planning tools** and information
- **Citizen academy:** a way for residents to learn more about transit system/decisions that equips them to engage more meaningfully with impact; For example: Travel Trainers

## System Needs

- 3 transit providers need a safe place to connect/coordinate (RTP)
- Be responsive: Show the impact of community voice through change and communication
- Reinforce the City has competent leadership to rebuild public trust

# Proposals

## LISTEN

Each transit system develops its own “customer listening” approach

Create pathways within each transit system to respond to customers individually and address themes publically

## CLARIFY

Develop a clear statement about what RTP **is and isn't** and broadcast that publicly and widely

Create a forum for public comment that is *not* RTP

*First steps?  
Low hanging fruit!*

## RELATE

Create a Venn diagram that shows how UTS, CAT and JAUNT relate to one another

## STRATEGIZE

Consider how to host a regional forum for a big public strategic dreaming/vision session on the future of transit

# Follow the CHIP!

[vdh.virginia.gov/blue-ridge/chip](https://vdh.virginia.gov/blue-ridge/chip)





# DRPT 2024 Legislative Update

Prepared by DRPT for the Charlottesville-  
Albemarle Regional Transportation  
Partnership

Evan Price

Data and Policy Specialist

3/28/2024



# Contents

DRPT and the Commonwealth Transportation Board

2024 General Assembly summary

Major rail and public transportation bills

- HB 285 – “The bus shelter bill”
- SJ 28 – Establishing the Joint Subcommittee to Study Funding of Northern Virginia Transit

The 2024-2026 biennial budget & transportation funding

What's next...

# The Department of Rail and Public Transportation

## Who are we?



The catalyst to connect and improve the quality of life for all Virginians through innovative transportation solutions



Our vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia



Promotes transportation options to the general public, businesses, and community decision-makers

## What do we do?



Allocates state and federal funding through capital and operating grants, as well as grants to support specific enhancements or improvements



Conducts statewide rail and transit studies, including improving service or identifying new opportunities



Plans and programs new services and capital improvement projects, from public transportation to freight and passenger rail



Provides leadership, advocacy, technical assistance, and funding oversight



# The Commonwealth Transportation Board



Virginia's top decision-making body for Transportation projects across the Commonwealth



Oversees transportation projects and initiatives, approves funding and grant-scoring methodologies, and prioritizes investments



Turns laws passed by the General Assembly into actions, by adopting resolutions and policies for the design, funding, planning, and more of Virginia's transportation network



Consists of 17 members appointed by the Governor, including the Secretary of Transportation who serves as chair, and the Director of DRPT and the Commissioner of VDOT who serve ex-officio

# 2024 Session summary:

Democrats controlled both chambers, but a significant number of officeholders are first-time members of the General Assembly

Funding for K-12 education, creating a stadium/entertainment district authority, support for WMATA, as well as bills on gun control and civil rights took center stage

2024 was not the busiest year for rail or public transportation legislation, yet important changes still did happen

The new 2024-2026 biennial budget passed\* on time

Funding for transit priorities has been tied to political priorities, ie: WMATA funding has been tied to the passage of the Sports and Entertainment Authority

\*Disclaimer: The budget was passed by the General Assembly, the budget still awaits the Governor's actions

# Major rail and public transit bills



HB 201 – Requires, rather than permits, House of Delegates membership in NVTC, NVTA, and PRTC



HB 285 – Exempts bus shelters from the Uniform Statewide Building Code under the DGS' oversight



HB 385 – Railroad safety, requires a two-person crew



HB 510 – Surplus line broker tax, exempts VRE's insurers from certain taxes



HB 780 & 1001 – Collective bargaining by employees of public transportation providers permitted



HB 802 – Establishes the Virginia Museum of Transportation



HB 1201 – Incorporates certain expenditures into WMATA's operating budget growth cap



HB 1425 – Exempts VPRA's railroad bridges and tunnels from the Uniform Statewide Building Code



SB 143 – Railroad safety, requires a two-person crew



SB 158 – NVTA, changes the appointment process for NVTA's technical advisory committee



SB 374 – Collective bargaining by public employees, including public transportation providers



SB 418 – Establishes the Virginia Museum of Transportation
























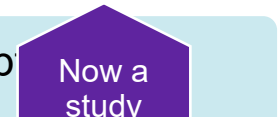






SB 617 – Incorporates certain expenditures into WMATA's operating budget growth cap



SB 670 – Surplus line broker tax, exempts VRE's insurers from certain taxes

# Major rail and public transit bills... and their fate

 <p>HB 201 – Requires, rather than permits, House of Delegates membership in NVTC, NVTA, and PRTC</p>	 <p>Passed</p>	 <p>SB 143 – Railroad safety, requires a two-person crew</p>	 <p>Veto!</p>
 <p>HB 285 – Exempts bus shelters from the Uniform Statewide Building Code under the DGS' oversight</p>	 <p>Passed</p>	 <p>SB 158 – NVTA, changes the appointment process for NVTA's technical advisory committee</p>	 <p>Passed</p>
 <p>HB 385 – Railroad safety, requires a two-person crew</p>	 <p>Veto!</p>	 <p>SB 374 – Collective bargaining by public employees including public transportation providers</p>	 <p>Died in Sen.</p>
 <p>HB 510 – Surplus line broker tax, exempts VRE's from certain taxes</p>	 <p>Cont. to 2025</p>	 <p>SB 418 – Establishes the Virginia Museum of Transportation</p>	 <p>Cont. to 2025</p>
 <p>HB 780 &amp; 1001 – Collective bargaining by employees of transportation providers permitted</p>	 <p>Died in House</p>	 <p>SB 617 – Incorporates certain expenditures into WMATA's operating budget growth cap</p>	 <p>Cont. to 2025</p>
 <p>HB 802 – Establishes the Virginia Museum of Transportation</p>	 <p>Died in House</p>	 <p>SB 670 – Surplus line broker tax, exempts insurers from certain taxes</p>	 <p>Now a study</p>
 <p>HB 1201 – Incorporates certain expenditures into WMATA's operating budget growth cap</p>	 <p>Died in House</p>		
 <p>HB 1425 – Exempts VPRA's railroad bridges and structures from the Uniform Statewide Building Code</p>	 <p>Signed by Gov.</p>		

# HB 285 – “The bus shelter bill”

## The problem:

- Bus shelters on state right-of-ways have an extremely long permitting process, are held to higher standards than a bus shelter should be, and have been known to be removed from state property shortly after being constructed.

## The goal:

- Cut through red tape and shorten the process of building a bus stop or shelter, allowing for people to have the minimum shelter they need while waiting for transit

## The bill:

- Exempt bus shelters under a certain size from going under state review – cutting through red tape and instead passing the review process onto the locality

## What's next?

- Governor yet to take action on the bill - his deadline for action is April 8th

# Northern Virginia Transit Study

- SJR 28 establishes a Joint Subcommittee on Northern Virginia Public Transportation Systems
  - *“To study long-term, sustainable, dedicated funding and cost-containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, and the public transit systems that serve the Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission transportation districts meet the growing needs of public transit in the region.”*
- The subcommittee shall:
  - Examine revenue sources for dedicated operating or capital funding
  - Identify industry-wide cost-saving and cost-containment tools
  - Evaluate future land use plans for high-capacity transit corridors in Northern Virginia
  - Receive technical assistance from NVTC, PRTC, WMATA, VRE and DRPT

# The 2024-2026 Biennial Budget\*

# Funding for Transportation



The majority of State funds for transportation are from the Commonwealth Transportation Fund



The CTF distributes funds through formulas to certain program areas, while the CTB approves appropriations for projects



Regional transportation authorities receive funding through transfer payments from VDOT

## Virginia Transportation Secretariat Budget FY 24 - FY 26

Agency	FY 25	FY 26
Department of Aviation	\$ 43.2	\$ 43.2
Department of Motor Vehicles*	\$ 475.6	\$ 475.6
<b>Department of Rail and Public Transportation</b>	<b>\$ 963.1</b>	<b>\$ 975.3</b>
Department of Transportation*	\$8,979.6	\$8,523.5
Motor Vehicle Dealer Board	\$ 3.6	\$ 3.6
Secretary of Transportation	\$ 1.1	\$ 1.1
Virginia Commercial Space Flight Authority	\$ 23.2	\$ 23.7
Virginia Passenger Rail Authority	\$ 318.3	\$ 368.7
Virginia Port Authority	\$ 282.4	\$ 289.2

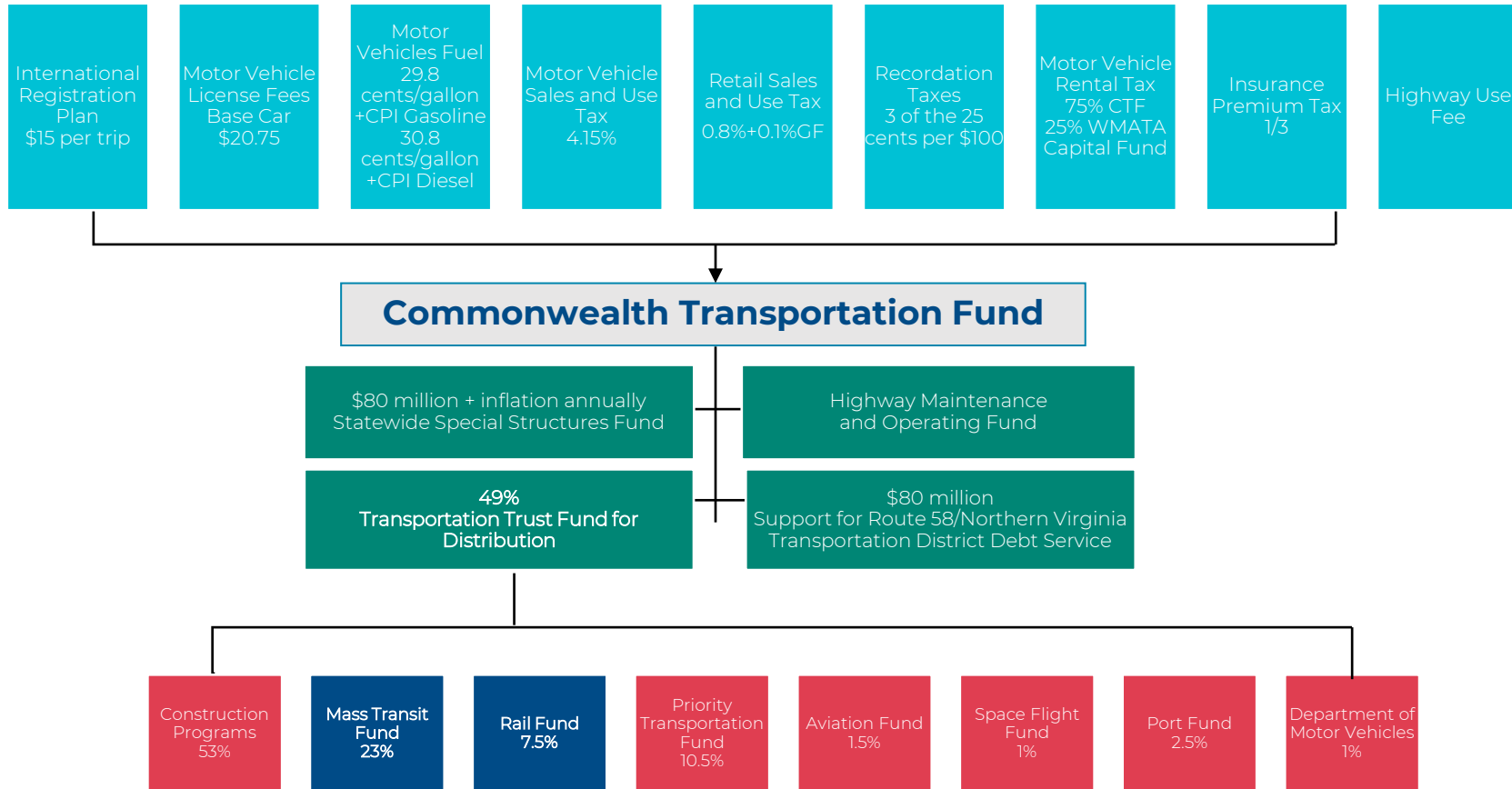
Per Governor's Introduced Budget, Dec. 20, 2023

\*Includes transfer payments

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**



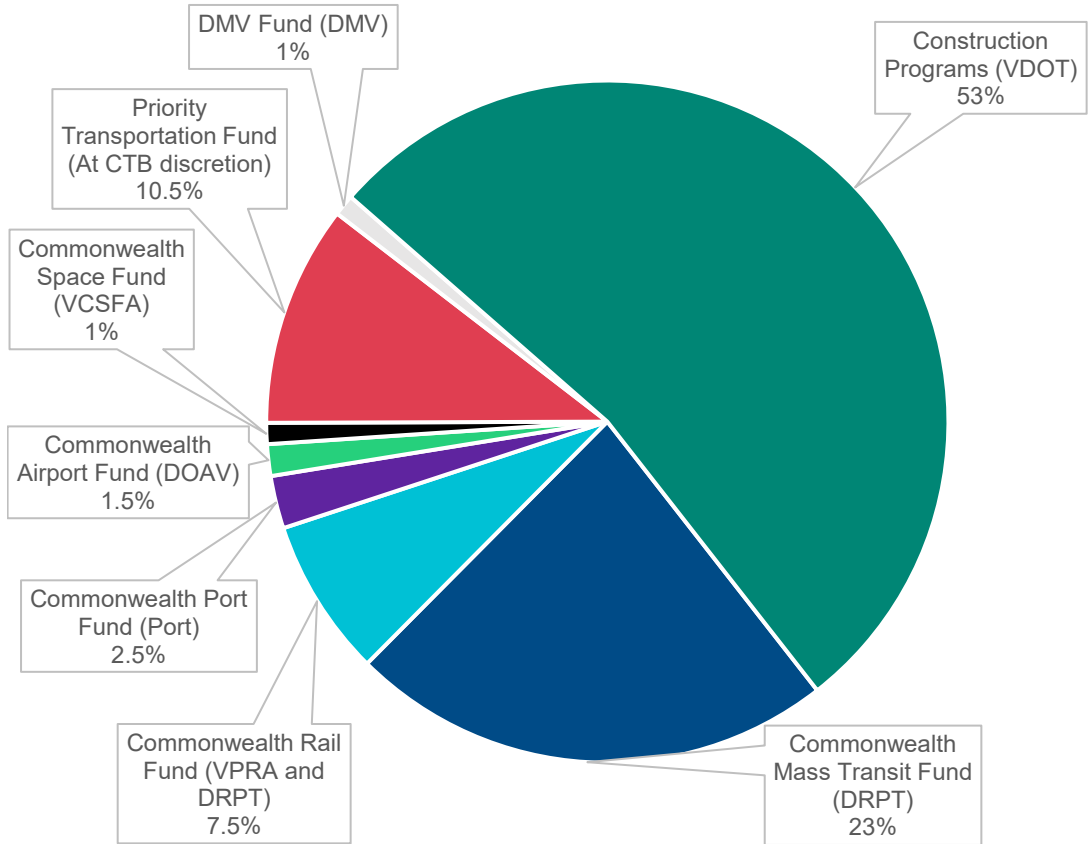
# The Commonwealth Transportation Fund



- After a major legislative change in 2020, all State transportation revenues are pooled into the Commonwealth Transportation Fund.
- ~\$160 million is taken “off the top” from the CTF - the remainder of funds “go through the waterfall”
- State funding for all transit programs is formula-driven and planned six-years out as part of the Six-Year Improvement Program

# Transportation Trust Fund

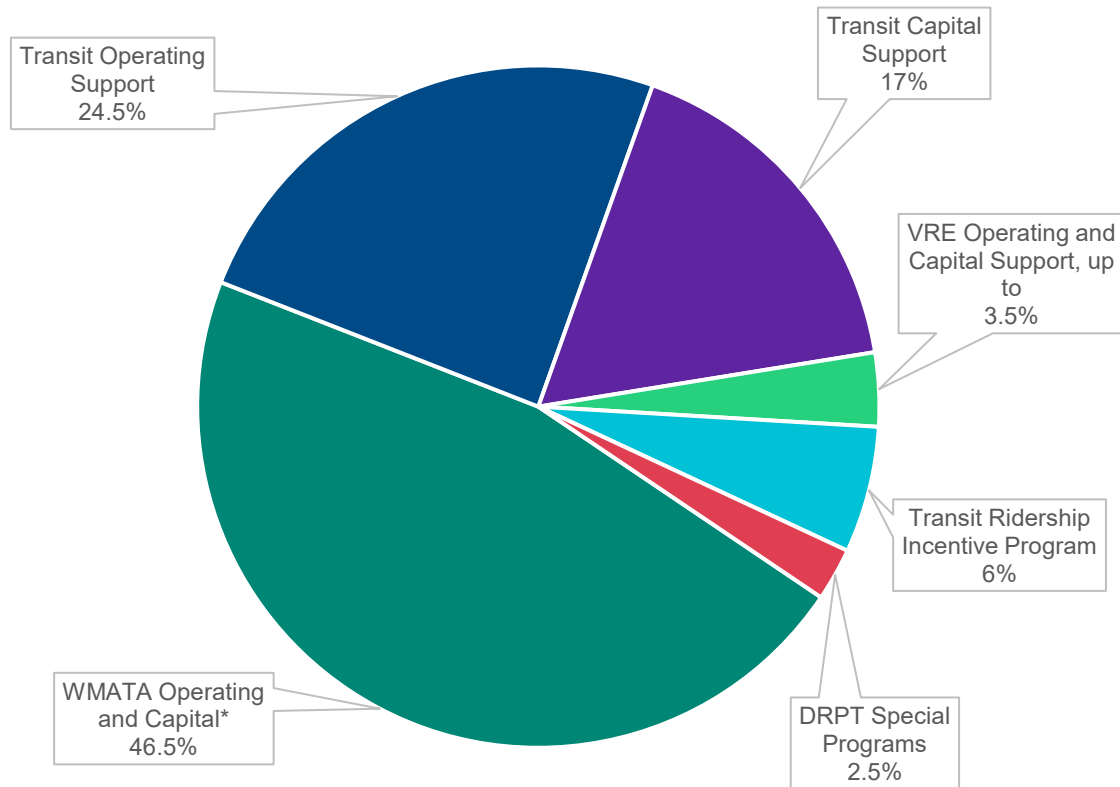
Distribution of the Transportation Trust Fund



- 49% of the remaining CTF funding is distributed to the Transportation Trust Fund
- 53% of the TTF are construction funds - primarily for VDOT
- 23% of the TTF funds the Commonwealth Mass Transit Fund - DRPT's main source of funds
- 7.5% of the TTF funds the Commonwealth Rail Fund – 7% of which goes to DRPT for rail programs, and the rest is for the Virginia Passenger Rail Authority

# Commonwealth Mass Transit Fund

Distribution of the Commonwealth Mass Transit Fund



\*The CTB can withhold up to 20% of WMATA funding and operating support if certain conditions are not met

- 23% of TTF funding goes to the Commonwealth Mass Transit Fund
- Before going through the CMTF formula, several items are taken “off the top”:
  - \$50 million for WMATA PRIIA match
  - \$2 million for DRPT State Safety and Oversight Program
  - \$1.5 million for paratransit
- DRPT may use up to 5% of funds for administration

# Upcoming

April 8

- Deadline for the Governor to act on most legislation, including the Budget

April 17

- Reconvened session – General Assembly acts on all amended or vetoed items from the Governor

July 1

- A new fiscal year begins, and the budget cycle begins anew

And repeat

- Prefiling for new legislation for the 2025 session begins July 15th

Questions?